



USS MIDWAY (CV-41)
FLEET POST OFFICE
SAN FRANCISCO 96631

1980

CV41:11:jip
5750

Set C 0047

29 APR 1981

~~CONFIDENTIAL~~ - Unclassified upon removal of enclosure (1)

From: Commanding Officer, USS MIDWAY (CV 41)

To: Chief of Naval Operations (OPS-0502)

Subj: Command History (OPNAV Report 5750-1)

Ref: (a) OPNAVINST 5750.12B

Encl: (1) USS MIDWAY Command History for Calendar Year 1980

1. In accordance with reference (a), enclosure (1) is forwarded.

(b) (6)

By direction

Copy to:

Director of Naval History

CINCPACFLT (w/o Annexes IIC and IID)

COMNAVAIRPAC (w/o Annexes IIC and IID)

COMCARGRU FIVE (w/o Annexes IIC and IID)

Naval War College (w/o Annexes IIC and IID)

Naval Academy (Library)(w/o Annexes IIC and IID)

DECLASSIFIED

CLASSIFIED BY: MULTIPLE SOURCES
DECLASSIFY ON 31 DECEMBER 1986

UNCLASSIFIED

USS MIDWAY (CV 41)

COMMAND HISTORY

1980

CAPTAIN "E" I. CARMICHAEL, USN

COMMANDING

CLASSIFIED BY MULTIPLE SOURCES
DECLASSIFY ON 31 DECEMBER 1986

UNCLASSIFIED

UNCLASSIFIED

TABLE OF CONTENTS

PART I BASIC HISTORY

- A. Command Organization
- B. Summary of Operations
 - 1. Synopsis
 - 2. Full Text
- C. SPECIAL TOPICS
 - 1. Carrier Air Wing Command Organization
 - 2. Summary of Flight Hours
- D. MIDWAY Escorts During 1980 Indian Ocean Deployments

PART II Documentary Annexes

- A Visits and Ceremonies
- B. Major Departmental Reports
- C. Photo History
- D. Officers Directory

UNCLASSIFIED

PART I (U) BASIC HISTORY

1980

A. COMMAND ORGANIZATION

1. (U) Commanding Officer, USS MIDWAY (CV 41)

Captain "E" I. Carmichael, USN, (b) (6) 1310; Commanding from 1 January 1980 to 31 December 1980

2. (U) The mission and functions of USS MIDWAY did not change during 1980.

3. (U) Commander Carrier Air Wing FIVE embarked.

Captain S. R. Briggs, 1 January 1980 to 21 October 1980

Captain R. P. Flower, 21 October 1980 to 31 December 1980

4. (U) USS MIDWAY (CV 41) was homeported at the U.S. Naval Base in Yokosuka, Japan during all of calendar year 1980. MIDWAY and CVW-5 observed their Seventh Anniversary as the only forward-deployed CV/AIRWING.

I-A-1

UNCLASSIFIED

UNCLASSIFIED

B. (U) Summary of Operations

1. (U) Synopsis

1 January - 2 February MODLOC Operations

3 Jan	CVW-5 Acft Escort Three Soviet AN-12 acft
4 Jan	CVW-5 Acft Escort Two Soviet AN-12 acft
7 Jan	PXO, CDR K. L. CARLSEN arrives onboard
8 Jan	Indian merchant seaman provided medical aid
21 Jan	AAWEX vs USS NIMITZ
23 Jan	TF 70 Photo (KITTY HAWK and NIMITZ) WASEX vs USS FANNING
24 Jan	CVW-5 Acft Escort Two OMANI JAGUAR acft
1 Feb	CTF-70 RADM KIRKSEY visits
(b) (3) (A)	
2 Feb	CVW-5 Live ordnance display

3 February - 13 February Transit MODLOC to Subic

(b) (3) (A)

9 Feb Pass abeam Singapore

13 February - 16 February Inport Subic

14 Feb CPO vs Officers softball game

16 February - 20 February transit Subic to Yokosuka

20 February - 17 March inport Yokosuka

20 Feb COMSEVENTHFLT visit
10 Mar Japanese Diet visit

17 March - 20 March Yokosuka to Sasebo transit

17 Mar - 21 Mar Weapons off - load with USS PYRO

20 March - 22 March Inport Sasebo

22 March - 24 March transit Sasebo to Yokosuka

22 Mar - 24 Mar Tori (dependent sons) cruise

23 Mar Tori Cruise air demonstration

24 March - 24 May Inport Yokosuka

24 Mar Commence 60 day EISRA
21 Apr COMNAVAIRPAC visit
16 May VAQ-136 Change of Command

UNCLASSIFIED

19 May JMSDF Staff College visit
20 May Sullivan Elementary School Class visit
21 May JSDF Flag/General Officers visit

24 May - 4 June At sea NORPAC/ECS operations

24 May Commence Post EISRA work-ups
24 May CORAL SEA diverted from homeward transit to Korea
contingency MODLOC until relieved by MIDWAY
25 May MIDWAY rearmed by USS FLINT
26 May MIDWAY cancels OPS off NJ due to weather
29 May Depart NJ enroute relief of CORAL SEA
31 May NAF Misawa civilian visit
1 Jun MIDWAY relieves CORAL SEA at Chejudo MODLOC
CTF 70, RADM KIRKSEY embarks
3 Jun CTF 70, RADM KIRKSEY disembarks

4 June - 10 June Inport Yokosuka

6 Jun Japanese/American Wives Club visit
Kinnick High School Graduation on board

10 June - 18 June At sea Okinawa/ECS Operations

10 Jun JASDF visit
16 Jun CVW-5 acft intercept and escort Soviet IL-62
17 Jun Enroute Pusan

18 June - 21 June Inport Pusan, Korea

18 Jun COMNAVFORKOREA visit
19 Jun ROK Army/Navy/Air Force visit; Mayor of Pusan
visit; NSA Rep Korea visit

21 June - 24 June At sea transit to Yokosuka

24 June - 14 July Inport Yokosuka

24 Jun Prepare for I. O. Deployment
1 Jul VA-93 completes third year accident free flight
operations
2 Jul COMNAVFORJAPAN visit
12 Jul COMCARGRUFIVE, CTF-70, RADM KIRKSEY embarks

14 July - 21 July At sea operations/transit to Subic

17 Jul MISSILEX/AAWEX off Okinawa
17 Jul - 18 Jul Acft services provided for PHIBLEX

21 July - 28 July Inport Subic

21 Jul Inport Subic for engineering repairs
23 Jul COMNAVFORJAPAN visit

UNCLASSIFIED

28 July - 31 July At sea Palawan Passage and return

29 Jul Collision in Palawna Passage with M/V CACTUS

31 July - 15 August Inport Subic

31 Jul Commence collision repairs
14 Aug Ready for Sea; major repairs complete

15 August - 23 August At sea transit to Diego Garcia

19 Aug Turnover USS CONSTELLATION
22 Aug Crossing the line ceremony enroute Diego Garcia

23 August - 26 August At sea OPS VIC Diego Garcia

26 August - 31 August At sea transit to MODLOC

31 Aug Arrive on Gonzo Station Northern Arabian Sea

1 September - 17 September MODLOC OPS

1 Sep Turnover with USS EISENHOWER
5 Sep Intercepted/escorted two IL-38 acft
8 Sep Intercepted/escorted two IL-38 acft
11 Sep Intercepted/escorted two IL-38 acft
16 Sep Exercise Gonzo 80-5

17 September - 22 September At sea transit to Mombasa

19 Sep CVW-5 Air demonstration

22 September - 27 September Inport Mombasa

27 September - 2 October At sea transit to MODLOC

2 October - 6 November At sea MODLOC OPS

4 Oct Intercepted/escorted two IL-38 acft
17 Oct ALINDIEN (French Naval IO Commander) visit
18 Oct - 19 Oct Congressional Staff visit
20 Oct CVW-5 Change of Command
22 Oct VA-93 Change of Command
30 Oct Chairman, JCS visit
31 Oct British Naval/Air Force Officer visit
1 Nov VAW-115 Change of Command

6 November - 16 November transit MODLOC to Subic

7 Nov Turnover with USS RANGER
10 Nov USMC 205th Birthday celebration

UNCLASSIFIED

12 Nov Completed the "Great Transit Relay" flight
deck marathon
14 Nov Loss of VA-56 A7E, pilot recovered

16 November - 21 November Inport Subic

21 November - 26 November At sea transit Subic to Yokosuka

24 Nov Commence OPPRE
27 Nov OPPRE completed

26 November - 16 December Inport Yokosuka

16 December - 20 December At NJ OPAREA

17 Dec COMSEVENTHFLT visit

20 December - 31 December Inport Yokosuka

22 Dec VIP Japanese Ladies visit
JMSDF Staff College visit
23 Dec Assistant USN Attache visit
26 Dec Japanese VIP visit
30 Dec VF-151 Change of Command

DECLASSIFIED

2. (U) FULL TEXT

(U) USS MIDWAY's operations in 1980 can be characterized by extensive training, frequent exercises, just as in 1979. MIDWAY steamed 47,563 nautical miles, spent 180 days at sea, 150 days in Yokosuka (which included a 60 day EISRA) and 36 days in other ports.

(U) The year began as 1979 ended, with MIDWAY in the Northern Arabian Sea on "Gonzo" station.

~~(C)~~ CVW-5 aircraft continued to intercept and escort Soviet reconnaissance aircraft that operated in the vicinity of the BG.

(U) MIDWAY was on station with KITTY HAWK in early January. USS Nimitz arrived on station 22 January and a complete TF70 photo was taken on 23 January with three carrier BG's in formation.

(U) January was also the month in which MIDWAY Medical Department performed surgery on an Indian seaman from a British merchant ship. The ship had radioed MIDWAY for medical assistance.

(U) RADM Kirksey, aboard USS NIMITZ, visited USS MIDWAY on 1 February and presented the Golden Anchor runner-up award to CAPT Carmichael.

(U) (b) (3) (A)

(U) Finally on 2 February, MIDWAY began a homeward transit from an I. O. Deployment that began in October 1979. CVW-5 aircraft performed a live ordnance display for all BG Alpha ships on 3 February.

(U) MIDWAY and her BG passed abeam Singapore 9 February and arrived in Subic 13 February, capping an uneventful IO/SCS transit.

(U) After a 4 day Subic Bay visit which saw the officers soundly defeat the CPO's in a traditional softball game, MIDWAY departed subic for Yokosuka.

(U) Amid fanfare and a visit by COMSEVENTHFLT, VADM TROST. Midway arrived in Yokosuka 20 February. This completed a five month deployment which began 30 September 1979.

(U) CDR George Huxhold relieved CDR G. H. Harrison as CO, VAW-115 on 28 February.

(U) Early March saw final preparations for MIDWAY prior to an EISRA. A Japanese Diet visit was conducted on 10 March which included ADM Ushida as a visitor.

DECLASSIFIED

~~(C)~~ MIDWAY departed Yokosuka 17 March enroute Sasebo, Japan. MIDWAY dearmed with USS Pyro enroute, one of the last major evolutions for the AE. In Sasebo, MIDWAY received 160 sons and guests that comprised the "Tori Cruise" contingent that would ride the ship back to Yokosuka. On the return trip, many sons observed their fathers at work, observed shipboard/air wing operations and thoroughly enjoyed themselves.

(U) On March 24, MIDWAY began a 60 day EISRA period, most of which was spent in Drydock Six in Yokosuka (See departmental inputs for details).

(U) COMNAVAIRPAC, VADM Schoultz, visited MIDWAY for the first time in 1980 on 21 April. He was given a tour of the ship and was accompanied by the following officers:

CAPT	(b) (6)	.....	FORCE SHORE ACTIVITIES
CAPT		.....	FORCE MATERIAL
CAPT		.....	FORCE PERSONNEL
CAPT		.....	FORCE AIR TRAINING
CAPT		.....	FORCE SUPPLY
CAPT		.....	FORCE HUMAN RESOURCES MANAGEMENT
LCDR		.....	FLAG LIEUTENANT
LCDR		.....	PROSPECTIVE FLAG LIEUTENANT

(U) CDR Barry N. Jeffers relieved CDR Dean Sloan as CO, VAQ-136. The Gauntlets were the newest permanent addition to CVW-5.

(U) 19, 20, 21, May, saw numerous visits to MIDWAY as she was ending her EISRA period:

a. 19 May JSDF Staff college visit Included:

CAPT SHIMOYAMA, TAKUMI
CDR AYAI, SHIGEO
CDR SASAKI, AKITIOSHI
CDR ITO, TOSHIKATSU
CDR NAKAGAWA, KATSUHIKO
CDR SAKAI, TAKEO
CDR SHIRAKAWA, MINORU
CDR DAN, EIICHIRO
CAPT YAMANAGA, SINICHI
CAPT UCHIDA, KOHTARO
CDR KAMIMOTO, MASAKI
CDR MINEDAWA, SHIJI
CDR NISHIMOTO, MASAYUKI
CDR YAMAEATA, KENJI
CDR HASEGAWA, NOBUO
CDR NITTA, TSUTOMU
CDR ISIBASHI, YRZURI
CDR TSUSISI, TERUYOSHI
CDR NAKAYAMA, YASUHIKO
CDR NAGAMINE, KIMISHIGE
CDR TSUKAHARA, TAKEO
CDR YAGI, HISASHI
CDR KOGA, YOSHIHIKO
CDR HIROTA, TASMOTSU
CDR WACHT, TAMOTSU

DECLASSIFIED

[REDACTED]

b. (U) 20 May included the second grade classes of Shinmei Elementary School.

c. (U) 21 May, visit included several JSDF Flag/General officers.

~~(C)~~ MIDWAY departed Yokosuka 24 May for post EISRA work-up and the intended situation changed quickly. USS CORAL SEA was diverted from a homeward transit to MODLOC south of Chetu-Do Island, reacting to a crisis in South Korea. MIDWAY enroute to a NJ oparea was rearmed by USS FLINT. Bad weather forced MIDWAY to depart the NJ oparea for CV-41 to relieve CV-43, south of Chetu-Do or "Kimchee Station". Flight Ops off Yokosuka were conducted. The ship then proceeded to Kimchee Station and relieved CORAL SEA 1 June. CTF 70 shifted his flag 1 June also and it was the first embarkation in CV-41 for COMCARGRU FIVE. RADM Kirksey and his staff flew from MIDWAY back to Subic 3 June as the Korea crisis diminished and MIDWAY returned to Yokosuka 4 June.

(U) CDR J. L. K. Corcoran assumed command of VF-161 from CDR A. L. Burgess on 5 June.

(U) On 6 June, the 1980 class at Kinnick High School had their graduation ceremony on MIDWAY's Hangar Deck. CAPT Carmichael was guest speaker.

(U) MIDWAY again went to sea on 10 June enroute ops off South Korea and an 18-20 June Pusan port visit. MIDWAY's visit marked the first time any carrier tied up to the pier at Pusan. Several high level visitors came aboard MIDWAY in Pusan. Mr. John Platter, NSA Rep Korea as well as the Mayor of Pusan and several South Korean Armed Forces senior officers were given tours. CINCUSFOR KOREA and ROK Navy CNO and 40/50 Flag and General officers, were hosted aboard.

(U) MIDWAY's visit to Pusan can be best summed up by the following message from COMNAVFOR KOREA who also visited the ship. Quote:

A. First visit CV pier 8 Pusan appeared excellent in all respects. Entry was without event. Weather cooperated. Pier arrangement including floats, stand brow and mooring lines satisfactory. New chart sounding corresponded with fathometer readings during approach alongside. Team of pilot (b) (6) (COMFLEACTS YOKO), two senior ROK Pilots and professional MIDWAY bridge made it look easy.

B. Transportation from Pier 8, including 6 contracted commercial busses, to downtown area, as well as Hialeah Garrison appeared to work well and is significant improvement over use of boats and fleet landing arrangement.

C. Visiting was arranged by invitation only. Even so, several hundred special guest tours including VIP's were offered opportunity to see CV for first time.

DECLASSIFIED

MIDWAY hosted all in outstanding manner. Ship's effort to spot hangar deck with displays and one of the each type A/C provided guests with excellent quick look at CV air capability. VIP briefings and lunches were very well received and again reflect ship's attention to detail.

D. City of Pusan, Pusan port as well as ROKN and ROKA are most pleased with MIDWAY port visit and with their efforts over many months to make it possible. It is clear that all are extremely proud of the accomplishment. The first USN carrier as well as largest vessel to enter port in Korea is now marked as a significant historical event for Pusan.

E. Intend collect comments from ALCON in order to refine arrangements in preparation for next sked CV visit. Also intend compare costs of CV visit alongside vs anchorage. Will advise results earliest.

F. While many contributed significantly to this event, it was MIDWAY that insured success. MIDWAY's careful preparations, personal interest by CO, Wardroom and crew, conduct of crew ashore and overall desire to do it right were simply outstanding. As a result it was a banner event not only for MIDWAY but for SEVENTHFLT and U. S. Navy.

G. In summary, Pier 8 is satisfactory berthing for CV assuming wind conditions are satisfactory. (Orig holds to initial judgement that steady winds in excess of 15 kts on beam while entering inner breakwater would result in undue risk). Unquote..

(U) MIDWAY returned to Yokosuka 24 June and began final preparations for a 14 July departure for an I.O. deployment.

(U) On 1 July, VA-93 received the following citation from COMLAT-WINGPAC:

QUOTE

A. On 1 July 1980 Attack Squadron Nine Three successfully completed their third year of major aircraft accident free flight operations. This excellent safety record has been gained by the squadron maintainancemen and pilots while conducting operations in a continuously forward deployed status, a recognized demanding environment, sustained safety accomplishments of this nature are attributed to positive and aggressive management that is combined with the total awareness and dedication provided by all hands. These same "Raven" characteristics led them to the winning of the CNO Safety Award of FY-79.

B Your documented achievements are acknowledged by all LAT-WINGPAC commands and your efforts have significantly contributed to the community's and Navy safety programs. Congratulations to each man and to the command for an exceptional job well done, LENOX. UNQUOTE.

(U) RADM Felt, former MIDWAY CO, now COMNAVFORJAPAN, visited MIDWAY on 2 July.

~~CONFIDENTIAL~~

DECLASSIFIED

(U) As the inport drew to a close, CCG-5, CTF SEVENTY, RADM Kirksey and his staff, embarked 12 July.

(U) On 12 July, the Tactical Flag Command Center (TFCC) Engineering Development Model (EDM) became functional. MIDWAY became the first flagship to be outfitted with a TFCC EDM. It is a ROLM computer driven four terminal (CIC, Flag D/D, SUPPLOT, CVIC) command and control display device.

(U) MIDWAY departed Yokosuka 14 July and conducted AIRWING training off Okinawa through 18 July. A MISSELEX/AAWEX plus air support to a PHIBLEX were the major events. MIDWAY developed engineering problems and departed the area for Subic the evening of 21 July. MIDWAY remained inport Subic until morning of 28 July. During this time, both RADM Felt (COMNAVFORJAPAN) and RADM Hunter (COMMAT-VAQPAC) visited the ship on 23 July.

(U) MIDWAY departed Subic 28 July and, during the evening of 29 July, collided with a Panamanian registered Merchant Vessel (M/V) "Cactus". MIDWAY suffered severe damage to her port side, six air craft were almost totally destroyed and, more tragically, two MIDWAY sailors lost their lives in our port 02N2 Plant that was destroyed. MIDWAY arrived back in Subic 31 July and a monumental effort began to repair the ship. By 14 August the ship was ready for sea. The efforts of those involved can be best summed up by a message from COMSEVENTHFLT: QUOTE

Subj: USS MIDWAY UNDERWAY

A. Commencing with the unfortunate collision of USS MIDWAY and the MV Cactus the night of 29 July 1980 and culminating with an underway report on 15 August the past 17 days have brought hundreds of people together as a united team to put USS MIDWAY back in operation from the personnel on the scene to eventual tasking of units over twelve thousand miles away in Eastern U.S. This highly responsive team set about to analyze, identify and direct timely actions which ultimately met the initial forecast for completion.

B. To those innumerable people who are behind the long list of addrees, I convey a deep sense of appreciation for your individual efforts, interrupted routine and extended working hours, you can take great pride in the fact that you have had a direct part in returning a highly valued national asset to a fully operational status. To each of you and the commands you so faithfully support - well done. VADM C. A. H. Trost, USN. UNQUOTE

(U) MIDWAY departed Subic early on 15 August, passed abeam Singapore 18 August and rendezvoused in the Northern Malaccan Strait with USS CONSTELLATION for turnover. MIDWAY then turned Southwest towards Diego Garcia.

(U) CDR C. S. Mitchell assumed command of VA-56 from CDR L. Bryant on 22 August.

DECLASSIFIED

~~CONFIDENTIAL~~

(U) 22 August was also the day in which MIDWAY entered the realm of King Neptune and more than a thousand SLIMY WOGS were indoctrinated and became trusty SHELLBACKS. MIDWAY continued to the SW and arrived on Gonzo Station 31 August from where she had departed 3 February.

~~(C)~~ MIDWAY relieved EISENHOWER on MODLOC and spent the next 16 days on Gonzo Station, intercepting/escorting Soviet surveillance aircraft and conducting training exercises. As EISENHOWER returned to Gonzo Station, MIDWAY participated in a major CV-to-CV (N) exercise with IKE-GONZOEX 80-5. MIDWAY then departed station enroute to Mombasa, Kenya for a port visit.

(U) MIDWAY arrived in Mombasa on 22 September on the eve of the Iran/Iraq war.

(U) MIDWAY had a pleasant stay in Mombasa although aware of the turmoil in the Persian Gulf between IRAN and IRAQ. MIDWAY departed Mombasa 28 September and returned to the Northern Arabian Sea by 2 October.

~~(C)~~ On 4 October two IL-38 Soviet ASW aircraft were again intercepted and escorted by CVW-5 aircraft.

(U) British and French Naval Forces were ordered to the Northern Arabian Sea in October in response to the IRAN/IRAQ War as well. Since MIDWAY was RADM Kirksey's flagship, numerous visits were arranged that included the British Naval Commander as well as the French I. O. Naval Commander.

(U) On 17 October RADM LeJeune, French I. O. Naval Commander, visited MIDWAY and RADM Kirksey. He toured the ship and had lunch with staff officers.

(U) Two Congressional Staff personnel visited MIDWAY on 18 and 19 October and received several briefings. The visitors were Mr. Van der Schaaf and Mr. Murphy.

(U) 20 October marked the CVW-5 change of command when CAPT Steve Briggs was relieved by CDR Roger Flower. Shortly thereafter, on 22 October, CDR R. Rackowitz relieved CDR G. Mitchell, as Commanding Officer of VA-93.

(U) The end of October saw two important visits. On 30 October, the Chairman, Joint Chiefs of Staff, General David C. Jones, USAF, was a guest of RADM Kirksey, and on 31 October a group of British Air Force and naval officers visited.

~~(C)~~ The end of October marked the beginning of the formal TFCC EDM testing by COMOPTEVFOR representatives aboard MIDWAY. The test involved both ship's company and staff personnel.

DECLASSIFIED

~~CONFIDENTIAL~~

(U) On 1 November another air wing change of command took place: CDR J. Favaro relieved CDR R. Franz as CO, VA-115.

(U) On 4 November, the first of three VA-56 A7 aircraft that were lost in the remainder of 1980 was lost. This first loss was tragic in that the pilot was also killed: LCDR Henry Myers.

(U) Six November saw MIDWAY's last day on Gonzo Station as well as the completion of the TFCC OPEVAL.

(U) MIDWAY turned over with USS RANGER on 7 November and continued an outchop transit of the I. O. CV-41 passed abeam Singapore 13 November.

~~(C)~~ On 14 November during flight operations in the South China Sea, the second VA-56 A7E was lost, the pilot was recovered.

(U) MIDWAY arrived in Subic 16 November and began final preparations for an OPPRE Inspection to be held enroute Yokosuka. MIDWAY departed Subic 21 November and the OPPRE commenced 24 November.

(U) MIDWAY arrived in Yokosuka on 26 November. The OPPRE was successfully completed on 27 November.

(U) The remainder of November and early December was spent getting the ship ready for a January 81 INSURV Inspection.

(U) MIDWAY went to sea for a short period beginning 16 December and operated just off Yokosuka. COMSEVENTHFLT, VADM Trost, flew to the ship for a visit 18 December. The third VA-56 A7E was lost off a catapult shot 19 December; the pilot was recovered.

(U) MIDWAY returned to Yokosuka 20 December and finished 1980 in port. Several Japanese VIP visits took place on 22, 23, and 26 December and our final event of the year was the VF-151 Change of Command. CDR R. S. Farrell relieved CDR G. M. Hughes as Commanding Officer.

DECLASSIFIED

C. SPECIAL TOPICS

1. (U) CARRIER AIRWING FIVE COMMAND ORGANIZATION

a. (U) Commander Carrier Air Wing FIVE

Commander S. R. BRIGGS	28 MAY 79 - 21 OCT 80
Captain R. P. FLOWER	21 OCT 80 - Present

b. (U) Composition of Command:

Fighter Squadron ONE SIX ONE:	13 F4J Phantom II
Commander A. L. BURGESS	27 MAR 79 - 8 JUN 80
Commander J. L. K. CORCORAN	8 JUN 80 - Present
Fighter Squadron ONE FIVE ONE:	13 F4J Phantom II
Commander G. M. HUGHES	25 SEP 79 - 30 DEC 80
Commander R. S. FARRELL	30 DEC 80 - Present
Attack Squadron NINE THREE:	13 A7E Corsair II
Commander E. F. MITCHELL	22 JUN 79 - 22 OCT 80
Commander M. R. RACKOWITZ	22 OCT 80 - Present
Attack Squadron FIVE SIX:	13 A7E Corsair II
Commander L. C. BRYANT	19 JUN 79 - 22 AUG 80
Commander C. S. MITCHELL, IV	22 AUG 80 - Present
Attack Squadron ONE ONE FIVE:	15 A6E/KA6D Intruders
Commander R. C. FRANZ	26 JUN 79 - 01 NOV 80
Commander J. D. FAVARO	01 NOV 80 - Present
Carrier Airborne Early Warning Squadron ONE ONE FIVE:	
	4 E2B Hawkeye
Commander G. A. HARRISON	2 NOV 78 - 28 FEB 80
Commander G. E. HUXHOLD	28 FEB 80 - Present
Helicopter Combat Support Squadron ONE Detachment TWO:	
	04 SH-3 Gulf
Lieutenant Commander (b) (6)	15 MAR 80 - 17 DEC 80
Lieutenant Commander	17 DEC 80 - Present
Marine Tactical Reconnaissance Squadron THREE Detachment Alpha:	
	04 RF4B
Major H. R. HIEGSTROM	MAY 80 - NOV 80

DECLASSIFIED

Marine Tactical Reconnaissance Squadron THREE Detachment Bravo:

04 RF4B

Major (b) (6)

15 MAR 80 - Present

Marine Tactical Reconnaissance Squadron THREE Detachment Charlie:

04 RF4B

Major (b) (6)

SEP 79 - FEB 80

Tactical Electronic Warfare Squadron TWO Detachment XRAY:

Lieutenant Colonel (b) (6)

SEP 79 - MAR 80

04 EA-6B Prowler

Tactical Electronic Warfare Squadron ONE THREE SIX:

04 EA-6B Prowler

Commander D. SLOAN

15 MAR 80 - 15 MAY 80

Commander B. N. JEFFERS

15 MAY 80 - Present

2. ~~(c)~~ Summary of flight hours for 1980.

VAQ-136, VA, VF, VMFP, VAW and HC-1 DET 2

<u>Month</u>	<u>Hours</u>	<u>Traps</u>
JAN	4096	1632
FEB	1111	389
MAR	1901	126
APR	2719	0
MAY	3102	374
JUN	2205	661
JUL	1869	426
AUG	2947	616
SEP	3132	1291
OCT	4286	1816
NOV	1517	524
DEC	<u>1492</u>	<u>447</u>
Total	30,377	8302

DECLASSIFIED

DECLASSIFIED

~~CONFIDENTIAL~~

3. (U) MIDWAY ESCORTS DURING 1980 INDIAN OCEAN CRUISE

~~(C)~~ During 1980 MIDWAY completed her longest Indian Ocean deployment in February and completed her third in less than 18 months in November. Following escorts accompanied CV-41:

a. ~~(C)~~ 1 January to 16 February 1980:

USS BAINBRIDGE (CGN 25)
USS PARSONS (DDG 33)
USS KNOX (FF 1052)

b. ~~(C)~~ 14 July to 26 November 1980:

USS PARSONS (DDG 33)
USS LEAHY (CG 16)
USS COCHRANE (DDG 21)
USS JESSE L. BROWN (FF 1098)
USS ROBERT E. PEARY (FF 1073)
USS KIRK (FF 1087)
USS FRANCIS HAMMOND (FF 1067)

PART II - (U) DOCUMENTARY ANNEXESA. (U) VISITS AND CEREMONIES ABOARD USS MIDWAY1 FEB RADM R. E. KIRKSEY

RADM R. E. Kirksey, COMCARGRU FIVE, came aboard and visited with RADM Gureck. Lunch was served in the Flag Mess. After lunch, RADM Kirksey met CCG-7 staff. While aboard, RADM Kirksey presented the Golden Anchor Runner-up Award to CAPT Carmichael over KMID-TV.

20 FEB COMSEVENTHFLT

VADM C. A. H. Trost arrived via helo and was met by the CO, and XO. Refreshments were served, followed by a tour of the ship including AIMD spaces. VADM Trost departed the ship by helo.

10 FEB JAPANESE DIET

Fourteen members of the Japanese Diet, including ADM Kazutemi Ushida, came aboard for a tour of the ship. The group viewed the movie "Sea Legs" in the Wardroom and then toured the ship.

22-24 MAR TORI (TIGER) CRUISE

There was a Tori (tiger) dependents cruise from Sasebo, Japan to Yokosuka, Japan. Included was an orientation brief, followed by an afternoon cookout on the flight deck. The Air Wing presented a flight demonstration. There were several tours, including the bridge, flight deck, engineering spaces and the hangar bay. All guests received a "Tori Cruise Certificate." 160 eligible dependents made the cruise.

21 APR COMNAVAIRPAC

VADM R. F. Schoultz, Commander Naval Air Force, U.S. Pacific Fleet, came aboard for a visit and had lunch in the Wardroom and then met with Department Heads and Squadron CO's in Ready Room #2. A tour was given by the CO and XO. The COMNAVAIRPAC Command Master Chief met with USS Midway's Command Master Chief.

21 MAY JMSDF FLAG/GENERAL OFFICERS VISIT

MAJGEN Hamaya, J5 Plans, JSDF, Joint Staff, and RADM Katagiri, J3 OPS Officer, and Chief of Staff OPS, were met at the quarterdeck by the CO, XO and PAO. After a tour of the ship, lunch was served in the Wardroom.

31 MAY NAF MISAWA CIVILIAN ORIENTATION VISIT

The group was met by the X.O., after their arrival by COD. Refreshments were served and the movie "Sea Legs" was shown in the Wardroom. Tour of the Midway was given by X.O. and PAO. The group also observed flight operations. Following dinner in the wardroom, the guests departed for NAF Misawa by COD.

6 JUN HIGH SCHOOL GRADUATION

Nile C. Kinnick High School held graduation ceremonies in Hangar Bay #1, for 60 seniors in Hangar Bay #1 of the class of 1980.

6 JUN JAPANESE/AMERICAN WIVES CLUB VISIT

The Japanese/American Wives Club was hosted on board by Mrs. Trost, Mrs. Howe and Mrs. Carmichael. After refreshments and a showing of "Sea Legs" in the forecandle, a tour of the ship was given to the 75 ladies.

10 JUN JASDF, COMMANDER AIR PROVING WING VISIT

MAJGEN Naotake Tateyama and 19 test pilots from Gifu Air Base arrived by C-2. A group photograph was taken on the flight deck followed by the viewing of "Sea Legs" in Ready Room #6. Refreshments were served then a tour of the ship was given. Flight operations were observed after dinner. They departed to Gifu AB via C-2.

18 JUN COMNAVFORKOREA

RADM S. J. Hostettler and Commodore Y. B. Kim, ROKN, Commander Second Naval Sector, arrived aboard by helo and were met by the CO, XO and CDR Butler. The officers toured MIDWAY and then viewed MIDWAY's arrival in Pusan from the bridge. They departed the ship by the afterbrow for special ceremonies on the pier.

19 JUN KOREAN MILITARY AND CIVILIAN VIP VISIT

LTCOL (b) (6), U. S. Army, and CAPT (b) (6), U. S. Army accompanied 30 high ranking ROK military personnel and 500 Pusan leading citizens, including the Mayor of Pusan, on tours of MIDWAY GEN John A. Wickham, Jr., USA, CINCUNC /CFC; ADM Kim Chong Kon, ROKN, Chief of Naval Operations; GEN PAIK Seok Chu, ROKA, Deputy CINCUNC, and party arrived via helo, met by Captain Carmichael, CO. Briefing, discussion with CO and tour of the ship followed. Group departed via helo.

2 JUN COMNAVFORJAPAN

RADM Felt was met by the CO and XO. After a short visit with the Commanding Officer, lunch was served in the Captain's Inport Cabin. Afterwards, the CO escorted RADM Felt on a tour of the ship.

UNCLASSIFIED

23 JUL COMNAVFORJAPAN, COMMATVAQWINCPAC

RADM Felt and RADM Hunter were met by the CO and XO. After a meeting of the Squadron CO's, a tour of the ship was given by the CO and XO. The movie "Sea Legs" was shown in the Wardroom. Lunch was also served in the Ward room with several squadron personnel present.

30 OCT CHAIRMAN, JOINT CHIEFS OF STAFF VISIT

General David C. Jones, USAF, came aboard via helo while MIDWAY was in the Indian Ocean. The General reviewed MIDWAY Marine Detachment's Honor Guard and then visited with RADM Kirksey, COMCARGRU 5, and the Commanding Officer. The General also observed flight operations from the Flag Bridge before departing.

31 OCT OFFICER EXCHANGE

Eleven Royal Navy and one Royal Air Force Officer visited MIDWAY for a familiarization visit and operations brief as part of an exchange of officers between MIDWAY, HMS Antrim and HMS Naiad. The British officers toured the ship, saw "Sea Legs" and then viewed flight operations.

17 DEC COMSEVENTHFLT VISIT

VADM C. A. H. Trost and four Japanese guests arrived via helo and were met by the CO and XO. A showing of "Sea Legs" in the Captain's inport cabin was followed by a tour of the ship, including many AIMD spaces. After lunch with the CO, the guests observed flight operations from the navigational bridge. The guests departed the ship via helo.

22 DEC DIRECTOR OF EDUCATION, JMSDF STAFF COLLEGE VISIT

RADM Masayuki Masutani and 33 others from the JMSDF Staff College were hosted aboard. The film "Sea Legs" and refreshments were served also. A tour of the ship was given by CDR's (b) (6), (b) (6) and (b) (6).

23 DEC VIP JAPANESE LADIES VISIT

FIFTEEN Japanese ladies, sponsored by Mrs. Carlsen, toured Midway and were escorted by the XO, CAPT Carlsen. "Sea Legs" was shown and refreshments were served in the Wardroom.

23 DEC ASS'T NAVAL ATTACHE, U. S. EMBASSY, TOKYO VISIT

The Assistant Naval Attache from the American Embassy, Tokyo and ten guests toured Midway, after viewing "Sea Legs" in Ready Room #5. Lunch was served in the Wardroom.

UNCLASSIFIED

26 DEC JAPANESE VIP VISIT

RADM Tsubura (Ret.), former N-2 DIV MSO JMSDF and guests
toured the ship. The group was sponsored by COMNAVFORJAPAN.

B. MAJOR DEPARTMENTAL REPORTS

1. OPERATIONS DEPARTMENT

(a) ~~(C)~~ Combat Information Center (CIC)

(1) (U) FIRST QUARTER: 1980 dawned on MIDWAY sitting on Gonzo Station off the coast of Iran in support of national objectives due to the situation in Iran and Afghanistan. No major exercises were conducted owing to the increased state of readiness; however, the AAW procedures involved with dual carrier operations were refined. Numerous close-in surveillance flights were conducted by Soviet May, Coot, Crate, and Cock Aircraft. Each was successfully located, intercepted and escorted while within 200 NM of the battle group.

(2) (U) SECOND QUARTER: Underway for a shakedown cruise in late May following a 60 day EISRA, we were tasked to fulfill a Korean contingency operation. Adverse weather conditions limited operating time during the quarter and precluded completion of many scheduled competitive and training exercises; however, the CIC team did return to San Diego for team training. The result of which was a greater degree of cohesiveness and level of cross-training.

(3) (U) THIRD QUARTER: Once again at sea and operating, 11 AAWEX's including two long range AAWEX were flown against MIDWAY. Other training included 3 Harpoonex's, 2 ASMDEX's and numerous BPDMS tracking exercises. Real world AAW experience was gained on close-in surveillance flights flown against the battle group resulting in successful detection and intercept on 8 of 8 occasions. The MIDWAY "Magic" AIC course graduated another controller, and the NTDS L-Tran program continued to enhance the already high level of proficiency of the CIC team.

(4) (U) FOURTH QUARTER: Still at sea operating. A total of 6 AAWEX's were flown against MIDWAY plus a Z-15-AA AAW competitive exercise which resulted in a grade of 100 percent. Real world evolutions resulted in 9 of 9 successful interceptions against May (3) and Iranian P-3F (6) aircraft. The MIDWAY "Magic" AIC course graduated one AIRC student and requalified another, vividly demonstrating its service to MIDWAY and the fleet. The new TFCC system shortfalls were identified; it proved to be an extremely useful tool in the area of OTH and surface surveillance. Great hopes are held for its future. 2 Harpoonex's and numerous BPDMS tracking exercises plus EW specialty exercises (Z-31-EW, Z-40-EW, Z-15-EW, Z-4-ASCM and Z-14-EW provided valuable training for the electronic warfare team and coordination between EW and D&D to bring the appropriate weapons to bear. Upon return to Yokosuka just prior to Christmas, the CIC team was at its highest level of combat preparedness and training, and ready for any assigned mission.

~~CONFIDENTIAL~~

DECLASSIFIED

b. (U) METEROLOGICAL HIGHLIGHTS

(1) FEB - During the period of 1-3 February, Midway encountered a standstorm while operating in the Northern Arabian Sea.

(2) APR - 2 OA Division personnel were sent TAD to Taegu, Korea to provide weather support for CVW-5 operations (CCTV Installed).

(3) MAY - LCDR (b) (6) was relieved by LCDR (b) (6) LCDR (b) (6) and LCDR (b) (6) were TAD to Taegu, Korea to support CVW-5 operations.

(4) JUL - Pulled into Subic two days early to avoid Typhoon Joe.

(5) AUG - Lost SMQ-10, DSMP satellite capabilities because of orbiting satellite equipment failure.

(6) SEP - Tiros "N" failed reducing SMQ-6 satellite capabilities to one operating satellite, NOAA-6.

c. (U) ELECTRONICS

(1) SHIPALT 4113, "Install AN/SPS-48A radar," was completed including certification in July. The AN/SPS-48's predecessor, the AN/SPS-30, was removed from the ship in November as part of the SHIPALT. A team from PERA in February conducted an instrumented vibration study on the ACLS antennas relocated as part of this SHIPALT. They concluded that the antennas vibrated excessively. Another team from NAVELEXSYSENGACT conducted a vibration study in May and again concluded that the ACLS could only be certified for Mode 1A due to excessive antenna vibration. The antennas are scheduled for relocation during EISRA 82-60.

(2) An AN/URC-93 was installed aboard under SHIPALT 4203 to be used as a second data link. A misconception in the intention of the SHIPALT has delayed completion until 1981.

(3) Work commenced on the installation of the AN/SPS-49 long range air search radar under SHIPALT 5312. Two new compartments were created on the 08 and 09 levels during EISRA 80-60 to house the radar. The actual equipment installation was started in November.

(4) The AN/SMQ-10 port antenna was lost at sea during a collision. A replacement platform and antenna base were installed in November but a new antenna is not anticipated until 1981. A fire in August destroyed the connecting cables to the port antenna. These wires have not been replaced. The system can be used with the starboard antenna only.

(5) SHIPALT 4865 "Upgrade AN/SPS-48C" was begun in November. This SHIPALT will provide an automatic detection and tracking capability to the radar.

DECLASSIFIED

~~CONFIDENTIAL~~

DECLASSIFIED

(6) The LSO communication system was modernized and upgraded under SHIPALT 4008. Basically, the whole system was replaced with newer equipment and an automatic switching capability between approach frequencies was added.

(7) A tiger team from NARF Alameda installed the AN/SXQ-8 CCTV system under SHIPALT 4244, "IOIC briefing TV SYS-9". The secure closed circuit TV system services all ready rooms, CIC, CATCC, Air Operations, Flag and the Bridge. Color cameras are located in the Intelligence Center while black and white cameras are located at some of the remote locations.

(8) A minor SHIPALT, 5296, removed the 5 KW amplifiers from the AN/SRC-16 Link 11 JF radio.

d. (U) CARRIER AIR TRAFFIC CONTROL CENTER (CATCC)

(1) (U) During 1980, 197 Case III recoveries were conducted with 2,870 actual ACLS approaches as follows: No Mode I's: 2,187 Mode II's: and 647 Mode III's

(2) (U) SPN-42 remains certified for Mode IA approaches. The Mode I certification cannot be regained due to excessive vibration in the antenna platform. This problem is scheduled to be corrected in late 1981 or early 1982.

(3) (U) Training and PQS qualification were stressed with extremely effective results considering a 70 percent turnover in controllers. Completed PQS qualifications were: Theory 160, Systems 176, Watchstations 148, and 100 percent advancement for all participants.

(4) (U) Three Z-32-CC (Case III launch and recovery) competitive exercises were conducted with an average grade of 99 percent.

(5) (U) During 1980, all of the key controllers and all the chiefs and officers were replaced with new personnel. Due to an outstanding ongoing training program, this change was conducted smoothly. By the end of the fall Indian Ocean Cruise, CATCC was operating at peak efficiency with great depth in all positions. This proficiency was documented by the Chief of Staff Carrier Strike Force Seventh Fleet when he awarded CATCC a perfect score of 100 percent on the last Z-32-CC.

e. ~~(C)~~ INTELLIGENCE

(1) ~~(C)~~ The Carrier Intelligence Center (CVIC) provided approximately 1000 aircrew briefings and assisted in support of more than 10,000 air wing sorties. During Midway/CVW-5 SSC, more than 4500 surface contacts were investigated. All photography of high interest contacts was processed and hot prints provided within 30 minutes.

(2) (U) In all, 3004 photographic job orders were completed. To do this, 120, to 160 units were produced. The photographic lab produced 200 VIP books and 620 color VIP photos for the various flag and ship visitors.

(3) ~~(C)~~ In real world intelligence reporting, 1600 merchant ship photographic negatives were forwarded to the Naval Intelligence Support Center (NISC) in Washington, D. C. In addition 100 reports were written on Communist bloc merchant ships and tankers; 1120 reports were written on Free World merchant ships and tankers; 640 reports were written on Soviet Naval ships and aircraft and 152 reports were written on Free World Naval ships.

(4) ~~(C)~~ Midway's Naval Security Group Division was augmented on two occasions by appropriate CESM (Cryptologic Electronic Support Measures) warfare skills to provide CESM direct support to the ship, airwing and embarked staff warfare coordinators. The first occasion was during the May - June 1980 Northern Japan/Korean contingency operations and the second was for Midway's July - Nov Indian Ocean deployment. Many tactical decisions were made based on the early warning provided by cryptologic resources which allowed warfare coordinators to effectively access and counter potential threats to the battle group. During Indian Ocean Modloc operations, CESM resources were extensively used to detect, identify and track reconnaissance and transit flights by Soviet May and Cub aircraft operating in the battle group, by TGU Pearl Harbor, which enhanced the battle group's area. ELINT (Electronic Intelligence) support was provided to the battle group by providing technical information, assistance and training in exploiting electronic emissions. A SIGSEC (Signal Security) team from Naval Security Group Detachment, Yokosuka, provided support to the operational commander which assisted in maintaining the battle group's excellent SIGSEC posture. Assistance included providing briefings to ship and airwing personnel and a monitoring effort which provided feedback on the daily SIGSEC posture of the battle group. Additionally, a telephone monitoring effort was conducted just prior to the Indian Ocean deployment which revealed an excellent SIGSEC posture. A CCSC (Cryptologic Combat Support Console) was installed on 15 July. This R and D system model aided in the effective management of battle group cryptologic resources and dissemination of cyptologic information within the battle group. The CCSC system was interfaced with the TFCC system through a sanitization network which enabled sanitized cryptologic information to be disseminated in the TFCC system to all warfare coordinators. This system proved to be a valuable tool for dissemination of cryptologic information in real-time. The CCSC was removed on 15 January 1981, for further research and development. SI communications support continues to be provided by the TACINTEL communication sub-system. During Indian Ocean operations, the SI communication center processed approximately 700 messages per day in support of ship and embarked flag requirements. This two-fold increase in message volume was handled with no service quality degradation. Material readiness of all cryptologic equipment was maintained at or above the 99 percent level throughout the period.

B. MAJOR DEPARTMENTAL REPORTS

2. SUPPLY DEPARTMENT 1980

a (U) During 1980, The Supply Department achieved several significant accomplishments, in spite of and in some cases as a result of, two Indian Ocean deployments. Milestones reached included: A new COSAL, implementation of a Fast Food Facility, record sales in the Ship's Store (\$500,000.00 in November), total renovation of the CPO galley and dining facility, renovation of the Forward Mess Decks, renovation of the Commanding Officer and Flag spaces, and MATCONOFF support reaching new highs as did CVW-5 aviation support during the Indian Ocean deployments.

(1) (U) NEW COSAL: During USS MIDWAY's EISRA 80-60, a complete new COSAL was established on board. Approximately 5,000 new items were added and 3,000 items were excessed. As a result, effectiveness increased by 10 - 15%.

(2) (U) FAST FOOD: During EISRA 80-60 a complete Fast Food Facility was installed including Hamburger Broiler, French Fry Extruder, Breader-Batter machine, and Microwave ovens. This facility increased the number of personnel eating at the forward EDF and reduced waiting lines by 75%.

(3) (U) RECORD SALES IN SHIP'S STORE: As the result of aggressive management, proper deployment planning and installation of electronic games, sales in the Ship's Store totaled \$2.6 million. As a result of the increased sales, profits to the Recreation Fund exceeded the previous year by 10%.

(4) (U) RENOVATION OF CPO GALLEY AND DINING FACILITY: A complete new galley was installed in the CPO spaces during EISRA 80-60. In addition, a total renovation of the dining facility was completed including new equipment and furnishings.

(5) (U) RENOVATION OF FORWARD MESS DECKS: To complement the new Fast Food Galley, a Fast Food Eating Facility was installed on the forward mess decks which increased the number of personnel capable of eating at one time from 75 to 130. Included in the renovation was stand-up tables, new deck, and new ice cream and ice machines.

(6) (U) RENOVATION OF COMMANDING OFFICER AND FLAG SPACES: New carpeting, drapes, overhead, etc., were installed in the Commanding Officer and Flag spaces, resulting in a significant improvement in decor and ambiance.

(7) (U) MATCONOFF: Material support within the task force recorded new highs during 1980. During this period, 49% of all Battle Group requirements were satisfied from within the Battle Force.

(8) (U) CVW-5 AVCAL SUPPORT: RF4B SURE, and A6E TRAM Splinter AVCALS were added to the main AVCAL and corresponding items were received in sufficient quantities to provide highly successful support throughout the Indian Ocean deployment of July - November. During USS Midway's Indian Ocean deployment, CVW-5 readiness averaged an impressive 79% mission capable and 71% full mission capable aircraft. COMNAVAIRPAC standards are 70%/60% respectively. Aircraft readiness is the product of numerous factors which include AVCAL Supply Support, the Maintenance/Supply interface and aggressive management on the part of all concerned. This combined to maintain NMCS off-ship requisition at an average of 140 and onship and expeditious repair actions to an average of 32. In late 1980, the F-4's and A-7's FLIR AVCALS were added. VF-151 and VF-161 are still in the process of transition from F4J's to F4S's and VA-93 is in the process of modifying their A7 aircraft with the new FLIR System. Identified FLIR funding shortfalls have necessitated cross decking of WRA's from carrier to carrier commensurate with operating schedules. This will continue into 1982.

3. ENGINEERING DEPARTMENT

a. (U) Significant SHIPALTS commenced:

- (1) Increase capacity of Auxiliary Exhaust System.
- (2) Install AFFT Bilge Sprinkler Systems.

b. (U) Significant SHIPALTS completed:

- (1) Enlarge bilge keels.
- (2) Enlarge sea chests.
- (3) Forward Flight Deck Water Washdown and Firefighting System.
- (4) 150 Ton Air Conditioning Plant Forward (No6).
- (5) Forward CHT Piping.
- (6) Forward Starboard Sponson Modifications.

c. (U) Significant SHIPALTS continued:

- (1) CHT installation (Aft piping and holding tanks).
- (2) AN/ALE-41 CHAFF POD Stowage.
- (3) BPDOMS.
- (4) AN/SPS-48A Radar and Deck House.

~~CONFIDENTIAL~~

DECLASSIFIED

d. (U) Major Casualty: Collision with two personnel deaths occurred on board USS MIDWAY, on or about 1940, 29 July 1980. No significant damage has caused below the waterline, but extensive damage was done to the port side 01,02, and 03 levels from Frames 80-190. The forward N202 Plant was destroyed and subsequently replaced.

e. (U) Significant Departmental Achievements:

(1) Successful full power observed by CNAP MTT.

(2) November 1980: Satisfactory OPRE Inspection successful.

(3) January 1981: INSURV Inspection with full power trial and flight deck foam demonstration.

4. WEAPONS DEPARTMENT: ~~(C)~~ The Weapons Department has improved the mission capability of USS MIDWAY through improved weapons handling/storage and new weapons capabilities. During the extended incremental ship's repair availability (EIRSA), ship alterations were accomplished to provide electric reach fork handling and chain tie down stowage in below-decks magazines. Reach fork handling provides safer, more rapid stowage and break out of aviation ordnance. Greater ammunition stowage density can be achieved with tie down chains, permitting greater ammunition loadout. USS Midway became the first LGB-II capable aircraft carrier when the weapons department personnel further benefited from training conducted by MOMAG Unit Nine and COMFAIRWESTPAC DET CUBI PT in DST build up and AWM-37 Assembly/Handling, respectively. The Department provided live ordnance to CVW-5 for use on weapons ranges near Okinawa and the Philippine Islands. Ready service and alert ordnance were continuously provided to CVW-5 aircrews during MIDWAY's Indian Ocean operations. In accomplishment of pre-EISRA off load, post-EISRA loadout, and support of MIDWAY operations. Weapons Department personnel handled in excess of 3100 tons of ordnance, all without accident or incident. The post-EISRA total rearm was accomplished entirely underway. No other carrier has achieved this feat. The Weapons Department has met or exceeded all requirements and remains at a high state of readiness.

5. COMMUNICATIONS DEPARTMENT

a. (U) USS Midway transmitted 56,929 and received 276,946 messages during the year.

b. (U) Significant operations included two deployments to the Indian Ocean: September 79 - February 80 and July - November 80

c. (U) In meeting its operational commitments, Midway maintained satellite and long-haul, high frequency radio links with Naval Communications Area Master Stations at WESTPAC (Guam), EASTPAC (Honolulu), and MED (Naples) as well as Naval Communications Stations Diego Garcia, San Miguel RP, and H. E. Holt Australia.

DECLASSIFIED

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

DECLASSIFIED

d. (U) Installations during the period included:

(1) ~~(C)~~ Improved secure voice capabilities were attained with the installation of six Parkhill KY-75's.

(2) (U) Supply Department and Flag (Communications Annex) each received an AN/USQ-69 Video Display Terminal (VDT) to facilitate preparation of outgoing message traffic.

(3) (U) Two existing AN/USQ-69 VDT's in the Message Center were replaced by modified units which permit the operator to prepare outgoing messages and then enter them into the NAVMACS system for transmission to a companion processor ashore.

(4) ~~(C)~~ A fifth AN/WSC-3 satellite radio, KG-36 crypto device, and OUTLAW SHARK Digital Interface Unit (OSDIU) were installed to provide a satellite data link in support of the Tactical Flag Command Center (TFCC) engineering development testing.

(5) ~~(C)~~ Variable attenuators and power meters were installed on four AN/URT-23 transmitters to enhance out ability to employ limited range intercept (LRI tactics).

(6) (U) Both XEROX 7000's were replaced and a Fuji XEROX 4500 was changed out for a Fuji XEROX 7600. Taken together, these improvements have enabled the Message Center to provide high quality, high volume service with reduced downtime for maintenance.

e. (U) USS MIDWAY was certified TEMPEST approved after an instrumented survey was conducted in May.

6. (U) DENTAL DEPARTMENT. MIDWAY's Dental Department has accomplished its mission through the delivery of comprehensive oral care to the officers and men of MIDWAY embarked flags, staffs and the Navy's only permanently embarked air wing, CVW-5. With a team of four dental officers and nine dental technicians, 54,000 dental procedures were performed in 10,800 patient sittings. In addition, 6,500 plaque control care prevention instructions were given, and 4,600 preventive stannous fluoride applications were administered. A continuing preventive dentistry program was maintained whereby crew members were instructed in the theory and technique of correct oral hygiene.

7. (U) SAFETY DEPARTMENT

a. (U) 3-M Assist visit by members of the COMNAVAIRPAC 3-M Inspecting team visited the ship from 5-9 May 1979. This visit provided 3-M indoctrination and an evaluation of the INSURV 80 preparations.

b. (U) A 3-M Inspection was held by COMNAVAIRPAC 3-M Inspecting Team 28-31 July 1980. Evaluation SATISFACTORY with A PMS performance rate of 84%.

UNCLASSIFIED

c. (U) Representatives from PERA-CV Bremerton visited the ship 3-12 November 1980 to assist the 3M office in validating the CSMP. The visit provided all Work Center Supervisors an opportunity to learn the repair activity screening process for 2-Kilo information.

8. (U) DECK DEPARTMENT Significant Achievements

a. (U) 13 Unreps with escorts: Parsons (4); Fanning (4) Knox (4); Kirk (1).

b. (U) 70 Unreps with TAO/AOE/AFS/AR/AOR; Passumpsic 10; Navasota 16; Wabash 2; White Plains 3; Roanoke 3; San Jose 1; Kilauea 1; Hassayampa 4; Pyro 3; Mispillion 4; Flint 3; Wichita 4; Kalamazoo 7; Mars 1; Rigel 2; Niagara Falls 3; Detroit 4.

c. (U) 8 (Z-31-S) Emergency Breakway Drills.

d. (U) 2 Abandon Ship Drills. 1 Training; 1 Complex: (96% grade).

9. (U) MEDICAL DEPARTMENT 1980

<u>MONTH</u>	<u>PHARMACY SCRIPTS</u>	<u>LAB TESTS</u>	<u>X-RAYS</u>	<u>VISITS</u>
JAN	2531	2588	470	4305
FEB	2612	2730	302	2194
MAR	2431	2145	203	1870
APR	1033	20	0	1870
MAY	1051	739	122	1201
JUN	2833	2506	289	2340
JUL	2194	2545	232	1972
AUG	3426	5535	263	2886
SEP	3178	4245	232	2475
OCT	3494	4752	479	2531
NOV	3506	2638	252	1816
DEC	1544	827	178	1261

10. (U) TRAINING DEPARTMENT

a. (U) Tests Administered:

GED	860
CLEP/SST	82
ACT/SAT	87
E-3	408
E-4 - E-7	892
MIL/LEAD	1003
MISC	127
TOTAL	3459

b. (U) Civilian Courses offered:

PACE	29
VO-TECH	3

c. (U) Navy High School Studies Program commenced with Basic Skills courses offered in reading, English and Math. Eight courses were presented in an open learning center environment.

d. (U) Two classes graduated from the on board Petty Officer Academy.

e. (U) After "I" Brief was established wherein a CTT member meets with 15 personnel entering their fourth month on board to reaffirm command interest in personal welfare.

f. (U) Largest shipboard high school graduation class held on board with 42 students receiving high school diplomas.

(1) (U) Twenty-six crewmembers advanced under the Command Advancement Program.

(2) (U) Approximately 1,200 individuals completed the training syllabus at "I" Division during this calendar year.

(3) (U) The PQS library has been expanded to meet the growing requirements of the ship. PQS programs have been established for AIMD and for Enlisted Aviation Warfare Specialist.

11. (U) AIR DEPARTMENT

a. ~~(C)~~ The Air Department has the responsibility of ensuring that the basic mission of this aircraft carrier is accomplished safely and expeditiously. Obviously it takes many departments to enable a 4000 plus man "floating city" to function as an offensive/defensive military airfield, but the Air Department has the final responsibility in this team effort. To do this, the Air Department is organized into five major divisions each having an important mission and a big responsibility to ensure the department's and, ultimately, the carrier's success.

(1) ~~(C)~~ V-1 Division has the responsibility of moving the aircraft on the four acre flight deck as we prepare to launch or standby to recover aircraft. They accomplish this by taxiing (precision hand signals to pilot-in-command of the multi-million dollar aircraft) or by towing (the fine art of "jockeying" the aircraft into position with a tractor). These tow tractors have the additional capability of starting the aircraft with high pressure air, and are referred to as "huffers". The Crash and Salvage team is always first on the scene with help whether it is a minor aircraft accident requiring the use of "tilly" (a giant aircraft lifting crane). Its level of expertise is the most important factor in any flight deck crisis.

(2) ~~(C)~~ V-2 Division has the direct responsibility for ensuring the safe and expeditious launch and recovery of the modern sophisticated fighters, bombers and other support aircraft that make up the 65 plane air wing. Additionally, this division records, via an ever alert camera eye, the entire flight deck evolution. The Catapults Branch operates and maintains the two massive 180

~~CONFIDENTIAL~~

ton steam powered "cats" necessary to accelerate a modern 50,000 pound jet to 170 miles per hour in two seconds. The Arresting Gear Branch then has the responsibility of stopping that same aircraft, after the mission is complete, in a mere 340 feet. This crew also operates and maintains its own four massive 43 ton arresting engines. The Pilot Landing Aid Television (PLAT) and Fresnel Lens Optical Landing System (FLOTS) Branches operate and maintain the electronic equipment that the pilots use to maintain their proficiency at "landing" on a postage stamp size rolling airfield.

(3) (U) V-3 Division has the responsibility of moving and positioning these expensive aircraft in two large "garages" below known as Hangar Bays. This division must ensure that each aircraft gets into and out of its "jigsaw puzzle" position in the minimum amount of time so that the air wing can perform the "pit stop" maintenance necessary to keep these modern jets airborne. Additionally, this division operates the three gigantic 65 ton capacity aircraft elevators which cycle to and from the flight deck.

(4) (U) V-4 Division has the responsibility of making sure enough gas is readily available and purified. This jet fuel is called "JP-5" and is received, stored, and finally transferred via the Flight Deck Fueling Crews to the ever thirsty modern jet aircraft. Quality control tests of the jet fuel ensure only pure, water-free fuel is delivered to these "birds" via large high pressure hoses. A typical aircraft can be given 3,000 gallons pumped daily by these men.

(5) (U) V-5 Division is located high above the deck in the Primary Control Tower and is where the Air Boss and his assistants monitor the entire evolution, keeping track, via a complex communications network, of every aircraft and its crew both on and off the ship.

b. ~~(C)~~ Monthly Statistics

<u>MONTH</u>	<u>ARRESTED LANDINGS</u>	<u>CATAPULT/FREE DECK LAUNCHES</u>	<u>JP-5 FUEL CONSUMED GAL</u>
JAN	1856	1857	3,457,861
FEB	282	338	218,277
MAR	132	132	248,865
APR	0	0	0
MAY	386	327	538,717
JUN	687	740	1,204,292
JUL	434	422	814,483
AUG	636	596	1,257,199
SEP	1312	1309	2,512,207
OCT	1836	1837	3,490,119
NOV	561	615	1,056,966
DEC	460	462	222,080

DECLASSIFIED

UNCLASSIFIED

c. (U) Milestones

- (1) (U) 245,000 landing 15 Jan 80 LT (b) (6) (E-2B, VAW-115)
- (2) (U) 246,000 landing 2 Feb 80 LCDR (b) (6) (A-7E, VA-56)
- (3) (U) 247,000 landing 13 Jun 80 CDR FARRELL/LT (b) (6) (F-4J, VF-151)
- (4) (U) 248,000 landing 23 Aug 80 LTJG (b) (6) (A-7E, VA-93)
- (5) (U) 249,000 landing 9 Sep 80 LTJG (b) (6) (A-7E, VA-93)
- (6) (U) 250,000 landing 3 Oct 80 CDR STEVE BRIGGS (A-7E, CAG)
- (7) (U) 251,000 landing 20 Oct 80 LTJG (b) (6) (A-6E, VA-115)
- (8) (U) 252,000 landing 5 Nov 80 LT (b) (6) (A7E, VA-56)

12. (U) NAVIGATION DEPARTMENT

Linear miles steamed	28,482
Station miles steamed	19,081
Total miles steamed	47,563 Nautical miles
Inport days	186
At-Sea days	180 * (150 in Yokosuka, 36 Other)

13. (U) AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT (AIMD)

a. (U) First Quarter:

(1) (U)	<u>MONTH</u>	<u>COMPONENTS PROCESSED</u>	<u>COMPONENTS REPAIRED</u>	<u>% RFI</u>
	JAN	4004	2722	68
	FEB	1692	1162	68.7
	MAR	1018	603	59.2

(2) (U) Ship's C-1A Data

<u>MONTH</u>	<u>FLT HRS</u>	<u>#FLTS</u>	<u>ARR LANDINGS</u>	<u>%OP READY</u>
*JAN	N/A	N/A	N/A	N/A
*FEB	4	10.4	0	95.1
MAR	23	57.4	4	87.8

UNCLASSIFIED

* The C-1A was in special depot level maintenance (SDLM) until 22 Feb 80.

(3) (U) The following are submitted as noteworthy events within AIMD from 1 January to 31 March 1980.

(a) (U) During this quarter the avionics/armament division began the ship alterations for the upcoming CVW-5 aircraft configuration change (A-6E TRAM, A-7E FLIR, and RF-4B SURE).

(b) (U) The General Maintenance division began the ship alteration for the installation of a new, updated jet engine test cell.

(c) (U) All divisions were involved in an extensive work package, both SRF and self-help projects, during the EISRA period.

6. (U) Second Quarter:

(1) (U)	<u>MONTH</u>	<u>COMPONENTS PROCESSED</u>	<u>COMPONENTS REPAIRED</u>	<u>%RFI</u>
	APR	862	559	64.8
	MAY	1850	1267	93.5
	JUN*	2258	1530	67.7

* Estimated; June computer printouts not received as of this date.

(2) (U) Ship's C-1A ASD Data

<u>MONTH</u>	<u>FLT HRS</u>	<u>#FLTS</u>	<u>ARR LANDINGS</u>	<u>%OP READY</u>
APR	75.2	33	0	61.0
MAY	66.7	32	0	93.5
JUN	79.3	38	16	82.6

(3) (U) The following are submitted as noteworthy events within the AIMD from 1 April to 30 June 1980.

(a) (U) Eighty-three personnel of the department were TAD to AIMD Atsugi, Japan from 24 June to 10 July.

(b) (U) During the EISRA the following new support equipment was installed within the AIMD:

USN-453 DIMOTE
AAM-60 Optical Test Set
CAT III D Computer
Computer Systems Test Set
AN/ASM-608 Inertial Measuring Unit and Electronic Test Set
YK-33 Infra Red (AAD-5) Test Set
CVA AW37T-1 Jet Engine Test Cell

UNCLASSIFIED

(c) (U) The Ground Support Equipment Division completed rehabilitation of sixty four pieces of rolling stock and completed corrosion control on an additional twenty-four pieces. 301 pieces of armament handling equipment received corrosion control treatment.

(d) (U) Berthing spaces for ninety-five percent of AIMD enlisted personnel received complete rehabilitation through the efforts of the ship's Self-Help Habitability Team, in which eighteen AIMD personnel participated on a full-time basis including one officer and one MCPO.

c. (U) Third Quarter

(1) (U) MONTH	COMPONENTS PROCESSED	COMPONENTS REPAIRED	%RFI
JUL	2196	1487	67.7
AUG	3384	2318	68.5
SEP	3627	2509	69.2

(2) (U) Ship's C-1A ASD Data:

MONTH	FLT HRS	#FTS	%OP LANDINGS	READY
JUL	58.6	28	5	85.6
AUG	36.9	47	0	92.3

The C-1A was transferred to VRC-50 on 14 August 1980

(3) (U) The following are submitted as noteworthy events within the AIMD from 1 July to 30 September 1980:

(a) (U) The Ground Support Equipment Division attained an average 86% effectiveness rate and an 87.2% readiness rate throughout the reporting period.

(b) (U) The Avionics/Weapons Division developed support capabilities for the DLQ-3B ECM/DECM System.

(c) (U) The ASN-92 System Test Console was installed, increasing support capability for the RF-4B Inertial Navigation System.

d. (U) Fourth Quarter

(1) (U) MONTH	COMPONENTS PROCESSED	COMPONENTS REPAIRED	%RFI
OCT	4503	3154	70.0
NOV	1800	1275	70.8
DEC	2750	1870	68.0

(2). (U) Ship's C-1A ASD Data:

<u>MONTH</u>	<u>FLT HRS</u>	<u>#FLTS</u>	<u>ARR LANDINGS</u>	<u>%OP READY</u>
*OCT	N/A	N/A	N/A	N/A
*NOV	23.6	12	12	89.2
DEC	50.8	26	3	93.4

* A/C in custody of VRC-50 until 14 Nov 80

(3) (U) The following are submitted as noteworthy events within the AIMD from 1 October to 31 December 1980:

(a) (U) The Avionics/Armament Division Calibration Laboratory was audited by COMFAIRWESTPAC.

(b) (U) AWG-10A support equipment was modified to accommodate equipment employed in the F-4S aircraft.

(c) (U) Support capability for the Forward Looking Infrared (FLIR) System of the A-7E was inaugurated.

(d) (U) The MA-2 aircraft generator/CSD test bench underwent reliability modification.

(e) (U) The Ground Support Equipment (GSE) Division and the armament equipment pool to the Avionics/Armament Division received satisfactory grades on the COMFAIRWESTPAC Corrosion Control Inspection.

(f) (U) Twenty-five pieces of GSE were refurbished and an additional thirty units received complete corrosion control treatment.

(g) (U) AIMD was found to have no major discrepancies by the Board of Inspection and Survey.

(h) (U) GSE readiness was maintained at an average of 94%.

(i) (U) Personnel were sent TAD to NAF Atsugi to supplement the AIMD there, in support of the air wing during shore-based operations.

14. MARINE DETACHMENT Sequential listing of significant events;

a. (U) January 1980: Ship still in AOA in the Indian Ocean. Ship plus Marine Detachment awarded Marine Corps Expeditionary Medal, period 29 November 1979 to 7 February 1980, second award.

b. (U) 18 February 1980: Ship returns to Yokosuka, Japan following an extended deployment. Honor and Color Guards in welcoming ceremonies.

UNCLASSIFIED

- c. 17 March 1980: USS MIDWAY (CV-41) visits Sasebo, Japan
- d. 21 March 1980: Tiger Cruise for dependents of the ship. Marines conducted Drill/Honor Guards and close combat demonstrations, small arms display, and weapons firing.
- e. 21 April 1980: Marines conducted an Honor Guard for COMNAV-AIRPAC Vice Admiral Schoultz upon arrival in Yokosuka, Japan.
- f. (U) 5-22 May 1980: Marines rehabilitate their living spaces. Area is redesigned to allow more room for comfort and sleeping.
- g. (U) 14 May 1980: Marine Color Guard used for graduation ceremonies for St Louis High School aboard ship. Marines and sailors received their diplomas for work during the last Indian Ocean cruise from Captain E. I. Carmichael, USN.
- h. (U) 16 May 1980: Marine Color Guard performs for VF-161 change of command.
- i. (U) 19 June 1980: Marine Color Guard and Honor Guard perform for Admiral Kim Chong Kon (Chief of Naval Operations Republic of Korea) and General Wickham, USN, (Commander United States Forces Republic of Korea).
- j. (U) 14 July 1980: The ship sailed from homeport Yokosuka, Japan and visited Subic Bay and conducted a sunset honor ceremony for the Commanding Officer of the ship, Captain E. I. Carmichael and guests.
- k. (U) 29 July 1980: The ship collides with the Panamanian ship Cactus and the ship's Marines provided the security element for the emergency repair parties.
- l. (U) 1 August 1980: The Marine Color Guard assisted in memorial services for two crewmembers of the ship who were killed in the collision with the Cactus.
- m. (U) 28 August 1980: Marine color guard performs for VA-56 change of command ceremony.
- n. (U) 28 September 1980: Honor Guard for the Commander of French Forces, Mid-East.
- o. (U) 20 October 1980: Marine Color Guard assists in change of command ceremony for Carrier Air Wing Five on board USS MIDWAY.
- p. (U) 22 October 1980: Marine Color Guard assists in change of command ceremony for VA-93.
- q. (U) 30 October 1980: Honor/Color guard for British Commander Mid-East Forces.

UNCLASSIFIED

r. (U) 1 November 1980: Marine Color Guard assists in change of command ceremony for VA-115.

s. (U) 7 November 1980: Marine Saluting Guard for honors in memorial services for Lieutenant Commander Meyers, lost at-sea.

t. (U) 10 November 1980: Joint cake cutting ceremony with VMFP-3. Rear Admiral R. E. Kirksey as guest of honor.

u. (U) 16 November 1980: Port visit to Subic Bay, Republic of the Philippines and Marine Corps Ball, with Captain E. I. Carmichael as the guest of honor.

v. (U) 26 November 1980: Arrived homeport, Yokosuka, Japan.

w. (U) 25 December 1980: Marines of the MIDWAY assist and host orphans of the Kobo Cottage Orphanage with gifts, dinner and Santa Claus.